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The following is report of activities with the WA-Trans Project since the Steering Committee met last.

I have spent a significant amount of time developing contracts for the Puget Sound Pilot. We have hired Ken Stallcup as a technical writer. He is slated to develop the help files and user manual for the use of the DIE as translator, but he is also going to be busy doing other activities as explained in this report.

We also have a contract with ESRI to provide the following:

1. Training and guidance on using Model Builder and the DIE as a translator for WA-Trans. This includes a workshop (held January 24 in Olympia), on-call support during the pilot and an additional 8 hours of training if needed.
2. A data model review, which was held January 11. The review included a lot of valuable information about using the DIE to work with the database and using custom programming against the geo-database and how we may want to structure it in order to accommodate our long-term plans.

We also have had to buy software. We have bought an additional copy of the Data Interoperability Extension for our use and RoboHelp. We have also set up a Citrix environment and provided access for those participating in the pilot.

Michelle has implemented WA-Trans and loaded test data in it and used that in an internal demonstration so we know it works.

I am going to use some of the money left to hire (or pay for the use of) a GIS analyst to work on integrating WSDOT data into the Puget Sound Pilot data. It will not interfere with what is already planned, as the timing is critical, but we need to figure out how to do this. The WSDOT Transportation Data Office has agreed to fund part of this person and we should have the use of them for several months along with some other related activities. The process will include:

1. Determining what WSDOT needs of state route data within WA-Trans,
2. Negotiating with local partners involved in the Puget Sound Pilot to make sure that loading WSDOT data will work for them.
3. Determining how the data is to be modified in order to be loaded.
4. Loading and testing the Pierce and King County state routes.

The resulting datasets will be tested by potential users within WSDOT to make sure all reasonable needs are met.

Michael has been developing a pilot charter for the TPF Study. We have decided (subject to possible change) to call that pilot the "One-Road" pilot because of the

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goal to develop software that will lead to an integrated data set. He is setting up a meeting with our other DOT partners in Ohio at the end of the GIS-T conference. Ken will also be working to develop documentation of how the current processes work for integration so requirements can be developed. Integration is dependant on how the translator functions.

The other immediate concern for the TPF study is looking at Fusion and FME. Both are candidates for translator and we want to make sure they are studies. We expect Oregon to test Fusion, since they are a Geomedia shop. We are not sure how FME will be tested. We also have to figure out how we can programmatically interface with the translator to develop user interfaces.

The Return on Investment case study was held at the Puget Sound Regional Council. Over 20 people from various organizations attended. It was funded by FGDC and led by GITA. Prior to the meeting I developed updated estimates of the cost of WA-Trans and what we had already invested as well as skill sets and cost of doing the work remaining. I used very conservative projections for getting funding and completion. We were able to gather some data at the meeting. Just using that data we were able to show a return on investment over 20 years to cover half the costs. The data we gathered was just the **tip of the iceberg** of possible uses! So Ken is working within WSDOT to gather more data and then he, Michael or myself will start looking at benefit outside WSDOT. We want to cover both types of benefits.

I have spent the last month and a half providing reporting on WA-Trans. I reported to the state Geographic Information Technology subcommittee of the ISB, which include CIO's of various agencies. I also reported to WAGIC and twice to different research committees at WSDOT about the Transportation Pooled Fund project. I also reported to senior WSDOT executives project status as part of a report provided by the Office of Information Technology. This will become a regular quarterly report. WA-Trans is getting significantly more visibility that will eventually benefit project funding as long as we are successful.

The next meeting will be held April 26, 2006 in Shoreline. Michael will be leading that meeting and doing all the pre-meeting work. I will attend and help where needed.